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Remarks for HELP

Max S. Baucus

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Senator * or Department*: **BAUCUS**

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Record Type*: **Speeches & Remarks**

MONTH/YEAR of Records*: **October-1999**

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(1) Subject*: **Remarks for HELP (Versions 1 & 2)**

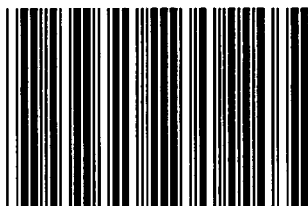
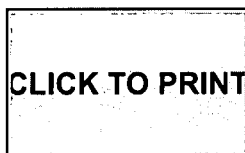
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(2) Subject*

DOCUMENT DATE*: **10/18/1999**

(Example: 01/12/1966)

* "required information"



BAUCUS

Remarks for HELP (*Version 1*)
October 18, 1999

Thanks for having me here today. It's nice to see so many familiar faces. And it's a pleasure to talk about two subjects that I care so much about-- the trucking industry and Intelligent Transportation Systems (ITS).

Let me begin by saying that I stand before you as more than just a United States Senator. I am a beginning truck driver also. I am proud to say that I passed my written tests for the combination, air brakes, and general knowledge. I got my learners permit.

I hauled a load of furniture in a Watkins and Shepard truck and 53-foot van trailer over Interstate 90 in Montana from Missoula to Billings.

It was a great experience. Out there on the open road. Driving that huge truck. It's something I dreamed about doing all my life.

Let me tell you - it wasn't easy. I had to study hard for the exam. And driving the actual truck was a lot harder than I thought. It helps to have an excellent instructor. My instructor was a man by the name of Tom Walter. He was terrific!

He worked me hard, let me tell you. But that's what it took for me to get comfortable behind the wheel. And more importantly, for him to be comfortable with me behind the wheel.

I won't bore you with too many of the details, but I will say it was a very exciting experience for me.

There's no better way to see Montana.

I'd like to update you on some Congressional matters that should be of interest to you relating to either commercial vehicles or ITS. And then we'll have time for questions.

The most important thing for us in Congress is to protect TEA 21. Just because we were able to protect the Highway Trust Fund doesn't mean that we can sit back and wait for the money to roll in.

We have to be vigilant and make sure that TEA 21 isn't raided by the appropriators. Case in point-- this year's transportation appropriations bill disregarded the TEA-21 law.

It used the extra highway trust fund money or revenue aligned budget authority (RABA) for purposes that were not in TEA 21.

The ~~ITS~~ program was supposed to receive \$16
million more than it will this year. We set aside a lot
more money in TEA 21 for ITS than we got in the
appropriations bill.

Other programs were affected, too. About \$130
million was distributed in a different manner than TEA 2
directed. I'm afraid this is just the beginning.
Today \$130 million, tomorrow how many billion?

I fought very hard to keep this from happening, 34
other senators felt the same way. We lost this time.
But let me tell you, we will be back.

Because of TEA 21, states are now able to plan transportation projects up to six years ahead of time. The money is directly linked to receipts from the highway trust fund. There is no year to year worrying about what they'll end up with.

The formulas are good through FY 2003. That was one of the primary achievements of TEA 21. We wanted the states to be able to plan for the future. They could take up long-term projects with the confidence that the money was locked in.

This year the appropriators dissected TEA 21 and broke our promise.

They will continue to dissect it every year until we stop them. I urge you to help me make sure that this doesn't happen next year. Let me tell you, we need to keep fighting - year after year.

As the ranking member of the Senate Environment and Public Works Committee, I have focused on enacting laws that improve our nation's transportation infrastructure. We are improving safety and investing resources in installing intelligent transportation systems (ITS) around the country.

I was a cosponsor of a bill this session -- the Transportation and Emergency Communications Act of 1999. This bill does two basic things. First, it helps states bring together key groups to plan for an integrated emergency and transportation communications system.

Second, it specifically authorizes the DOT to expand its research on crash notification technologies.

This bill will make '911' the universal emergency number and remove impediments to installing automatic wireless location technology.

This is especially important for rural areas like ~~in~~ Montana, where cars don't pass by as frequently as in populated areas.

Someone can be left injured and alone for a long period of time. The last thing someone in trouble in area far from help needs to worry about is what emergency number to use.

A national 911 number eliminates confusion, especially in a state with a large number of tourists.

I am very proud to have been a cosponsor of this bill.

We have not made advanced transportation and communications safety technologies widely available.
And we haven't linked these technologies effectively.

~~These systems are not being deployed for multiple use. We are not integrating these technologies so that systems can share information with each other to improve public health and safety along with transportation efficiency.~~

We're not talking about any new technology or building new systems. If we simply link and deploy existing telecommunications, emergency medical services and transportation technology better.

We can create a system that will save lives. ~~These~~
~~systems are a part of our everyday lives.~~ For example,
there are over 78 million wireless phone users making
nearly 10,000 emergency calls each day. ITS systems
have already been designed to gather traffic
information, manage traffic flow and reroute vehicles in
the event of emergencies.

Yet while all these systems are improving and
some are using the latest technologies. They do not
always coordinate their efforts in either planning or
deployment.

I know I'm preaching to the choir when I tell all of you this. You're the ones who have been saying "INTER-OPERABLE" from the very beginning. Well, this bill starts that process.

Let me finish up with an abbreviated agenda for transportation for the coming year. I mentioned the transportation flexibility act.

This bill was reported out of Committee. If it doesn't get to the floor this session, it definitely will at the beginning of next session. In addition, we will also be trying to make some technical corrections to TEA 21 to consolidate and correct some language in the bill.

It was my pleasure to be here. Thanks for having me. From the fine points of air brakes to the details of TEA 21, I am building a reputation as the transportation Senator. That's not just a coincidence though.

Transportation and especially highways are important to Montana.

We don't have ports for shipping and air service to our state needs a lot of work. We depend on highways. So I look forward to years of working with you and my colleagues in the Senate on improving our nation's roadways. Thanks again, and I have a little bit of time for some questions.

Its a pleasure to be here today and see so many familiar faces. Its also a pleasure to talk about two subjects that I care very much about-- the trucking industry and Intelligent Transportation Systems (ITS).

Let me begin by saying that standing before you is not just a United States Senator, but a truck driver. A few months ago, I am proud to say, I received my CDL - my commercial drivers license. Let me tell you - this is not an easy exam. It requires a lot of studying and training and it helps to have an excellent instructor. My instructor was a man by the name of Tom Walter. He was terrific! He worked me hard, let me tell you. But that's what it took for me to get comfortable behind the wheel, and more importantly, for him to be comfortable with me behind the wheel. I won't bore you with too many of the details, but I will say it was a very exciting experience for me. *And it taught me a lot about the kind of men and women behind the wheel. And about what ~~long time it takes~~*

What I'd like to do here today is update you on some Congressional matters that should be of interest to you, relating to either commercial vehicles or ITS, and then we can have some time for some questions from all of you.

(2) The most important thing that you should be aware of is that TEA 21 needs to be protected. Just because we were able to protect the Highway Trust Fund doesn't mean that we can sit back and not worry that TEA 21 will be ravaged by the appropriators. Case in point-- this year's transportation appropriations bill disregarded the TEA-21 law and *last year we knew bill was a sweet accomplishment. For one, we formally established the principle that all money goes into the HTP, and would be spent on transportation* ~~distributed~~ *used* the extra highway trust fund money or revenue aligned budget authority (RABA) *in ways counter to* ~~for purposes that were not in~~ TEA 21. The ITS program was supposed to receive \$16 million more than it will this

one of the losers. It was

lost money
year. TEA 21 authorized more money for ITS than the ITS program received!! Other programs were affected, too. ^{All told,} About \$130 million was distributed in a different manner than TEA 21 directed. I'm afraid this is just the beginning. Today \$130 million, tomorrow how many billion? I fought very hard to keep this from happening, 34 other senators felt the same way, ~~but we lost and the appropriators won!~~

~~Unfortunately, the senate we didn't prevail,~~
~~But, if the approp. came.~~

① Because of TEA 21, States are able to look ahead up to six years and know how much money they will have to spend on transportation projects. The money for transportation is directly linked to receipts from the highway trust fund. There is no year to year worrying about how much funding is coming in. The formulas have been set and they are good through FY 2003. **That was the point** - planning ahead for long term projects. | This year the appropriators dissected TEA 21 and they will continue to dissect it every year until we stop them. I urge to help me make sure this doesn't happen next year. We can't just rest easy now that TEA 21 has passed. We need to keep fighting - year after year.

③ As ranking member of the Senate Environment and Public Works Committee, I have focused on enacting laws that improve our nation's transportation infrastructure, improve safety, and invest resources in installing intelligent transportation systems (ITS) around the country. I was a cosponsor of a bill this session -- the Transportation and Emergency Communications Act of 1999. This bill was subsequently added to another larger bill, S. 1144. This Transportation and Emergency Communications Act does two basic things. First, it directs

funding to states to bring together all key parties to plan the development of an integrated emergency and transportation communications systems. Second, it specifically authorizes the DOT to expand its research on crash notification technologies.

This bill will make '911' the universal emergency number and remove impediments to installing automatic wireless location technology. This is especially important for rural areas like in Montana, where cars don't pass by as frequently as in populated areas and someone can be left injured and alone for a long period of time. A national 911 number eliminates confusion, especially in a state with a large number of tourists.

On Star?

I am very proud to have been a cosponsor of this bill because a challenge facing us today is that we have not deployed advanced transportation and communications safety technologies broadly - and where we have, they are not effectively linked. These systems are not being deployed for multiple use - integrated purposes - sharing information with each other or taking advantage of what they can do together to improve public health and safety along with transportation efficiency. We are not talking about any NEW technology or building NEW systems, ~~By deploying and linking~~ existing telecommunications, emergency medical services and transportation technology we can create a system that will save lives.

too long

Many of ~~these~~ basic elements are

For instance

~~The links that can be integrated~~ are part of our everyday lives. There are over 78 million wireless phone users making nearly 100,00

In addition,

emergency calls each day. ITS systems have ~~already been designed to~~ gather traffic information, manage traffic flow and reroute vehicles in the event of emergencies. Yet while all these systems are improving and some are using the latest technologies, they do not always coordinate their efforts, in either planning or deployment.

I know I'm speaking to the choir when I tell all of you this. You're the ones who have been saying "INTER-OPERABLE" from the very beginning. Well this bill starts making that happen.

Let me finish up with an abbreviated agenda for transportation for the next year. I mentioned S. 1144, the transportation flexibility act. S. 1144 was reported out of Committee, and if it doesn't get to the floor this session, it definitely will at the beginning of next session. We will also be trying to make some technical corrections to TEA 21 to consolidate and correct some language.

It was my pleasure to be here. I have a little bit of time for some questions.

~~Our~~ Our big task will be to preserve the fundamental principles in TEA-21. No law is perfect. But to my mind ~~we need~~ I'd need to see compelling evidence of a problem before I would be willing to engage in

Repeat protection of TEA-21?